



C. LAND USE CLASSIFICATIONS

The land use classifications described herein and shown graphically on the Land Use Map (Map 2: General Plan Land Use Map) represent existing and expected land uses in the City at some future period of time, at total buildout of the City. The purpose of the Land Use Map is to serve as a diagram to graphically display the type, arrangement and relation of land uses planned in the City. It is not intended to be used to legally define or measure parcels of land. Table 1: Quantitative Breakdown of Land Use Map is a quantitative breakdown of the Land Use Map in approximate gross acres. Charts 1 and 2 provide a more visual representation of the number of acres designated for each land use category. The following are the land use classifications represented on the Land Use Map:

RESIDENTIAL

- Low Density (RL) (0-1.5 dwelling units per acre)
- Low-Medium Density (RLM) (0-4 dwelling units per acre)
- Medium Density (RM) (4-8 dwelling units per acre)
- Medium-High Density (RMH) (8-15 dwelling units per acre)
- High Density (RH) (15-23 dwelling units per acre)

COMMUNITY FACILITIES (CF)

COMMERCIAL

- Local Shopping Center (L)
- Regional Commercial (R)
- Tourist/Recreation Commercial (TR)
- The Village (V)
- Office and Related Commercial (O)

PLANNED INDUSTRIAL (PI)

GOVERNMENTAL FACILITIES (G)

PUBLIC UTILITIES (U)

SCHOOLS

- Elementary
- Junior High
- High School
- Continuation
- Private

OPEN SPACE & COMMUNITY PARKS (OS)

TRANSPORTATION CORRIDOR (TC)

UNPLANNED AREAS (UA)

COMBINATION DISTRICT

Within each land use designation, there exists the potential for certain unique land uses for which there are no specific designations. Such uses may include, but are not limited to churches, or hospitals. These and other unique types of uses cannot be automatically placed within any

"A City which provides for a variety of housing types and density ranges to meet the diverse economic and social requirements of residents..."

particular land use classification and must be reviewed on an individual site basis through the conditional use permit process (Title 21, Chapter 21.42, Carlsbad Municipal Code).

Discussed below are descriptions of the land use classifications including population density and building intensity permitted within each classification.

1. RESIDENTIAL

Density is the unit of measure used to compare and describe the intensity of residential land use. Different categories of density constitute policy statements used in establishing the public facility requirements for each area. Density allocations are not intended to specifically identify building types but rather intensity of use. The City's goals regarding the need for specific types of residential



housing are contained in the Housing Element. That element should be referred to for more detailed information regarding the housing needs of the community and an integrated set of goals, policies and programs to assist the community in meeting those needs.

Five ranges of residential density, as shown below, have been incorporated into the General Plan. Each of these categories is implemented by one or more zone classifications that contains specific site development standards. The City also has a specific mobilehome park zoning classification although individual mobilehomes are permitted in any residential land use classification.

Notwithstanding the density provisions and intent of each residential land use designation, as specified below, a one-family dwelling shall be permitted on any legal lot that existed as of October 28, 2004, and which is designated and zoned for residential use. Any proposal to subdivide land or construct more than one dwelling shall be subject to the density and intent of the underlying residential land use designation.

- a. **Low Density (RL):** Low density residential areas intended to be developed with one-family dwellings on parcels one-half acre or larger at a density between 0 to 1.5 units per acre. On sites containing sensitive biological resource, as identified in the Carlsbad Habitat Management Plan, development other than one-family dwellings may be approved with a planned development permit, subject to the density range of this designation..
- b. **Low-Medium Density (RLM):** Low-medium density residential areas intended to be developed with one-family dwellings at a density between 0 to 4 dwelling units per acre. On sites containing sensitive biological resources, as identified in the Carlsbad Habitat Management Plan, development other than one-family dwellings may be approved with a planned development permit, subject to the density range of this designation.
- c. **Medium-Density (RM):** Medium density residential areas intended to be developed with one-family dwellings, two-family dwellings and multiple-family dwellings at a density between 4 to 8 dwelling units per acre.

- d. **Medium-High Density (RMH):** Medium-high density residential areas intended to be developed with two-family dwellings and multiple-family dwellings, as well as one-family dwellings (developed as two or more detached units on one lot) at a density between 8 to 15 dwelling units per acre. Development of one-family dwellings on individual lots may be approved with a planned development permit, subject to the density range of this designation.

- e. **High Density (RH):** High-density residential areas intended to be developed with two-family and multiple-family dwellings, as well as one-family dwellings (developed as two or more detached units on one lot) at a density between 15 to 23 dwelling units per acre.

Certain areas of the City designated for planned communities may have several residential designations or combinations of residential designations. To accommodate good design and planning, as well as environmental and topographical factors, planned communities shall be controlled by a master plan.

As part of the City's Growth Management Plan, a dwelling unit limitation was established for each quadrant of the City. The City shall not approve any general plan amendment, zone change, tentative subdivision map or other discretionary approval for a development that could result in the development above the limit in any quadrant. To ensure that development does not exceed the limit, the following growth management control points are established for the Land Use Element density ranges.

The City shall not approve any residential development at a density that exceeds the growth management control point for the applicable density range without making the following findings:

- a. That the project will provide sufficient additional public facilities for the density in excess of the control point to ensure that the adequacy of the City's public facilities plans will not be adversely impacted.
- b. That there have been sufficient developments approved in the quadrant at densities below the control point so the approval will not result in exceeding the quadrant limit.



- c. All necessary public facilities required by the City's Growth Management Program will be constructed, or are guaranteed to be constructed, concurrently with the need for them created by this development and in compliance with the adopted City standards.

The residential land use designations indicate MAXIMUM development unit yields. To meet the General Plan goals and objectives, including, but not limited to population goals and environmental considerations, the ACTUAL yield may be less than maximum potentials, but not less than the minimum density of the underlying land use designation; except, density may be approved below the minimum of the density range in the following circumstances:

- a. When a single, one-family dwelling is constructed on a legal lot that existed as of October 28, 2004.
- b. When a single, one-family dwelling is constructed on a lot that was created by consolidating two legal nonconforming lots into one lot (this only applies to lots that are nonconforming in lot area).
- c. When a legal lot is developed with one or more residential units that existed as of October 28, 2004; provided, the existing units are to remain and it is not feasible to construct the number of additional units needed to meet the minimum density without requiring the removal of the existing units.

Pursuant to California Government Code Section 65863, the City shall not by administrative, quasi-judicial, or legislative action, reduce, require or permit the reduction of residential density on any parcel to a density below that which was utilized by the California Department of Housing and Community Development in determining compliance with housing element law, unless, the City makes written findings supported by substantial evidence of both of the following:

- a. The reduction is consistent with the adopted general plan, including the housing element.
- b. The remaining sites identified in the housing element are adequate to accommodate the City's share of the regional housing need pursuant to Government Code Section 65584.

If a reduction in residential density for any parcel would result in the remaining sites identified in the housing element not being adequate to accommodate the City's share of the regional housing need, the City may reduce the density on that parcel provided it identifies sufficient

Table 2: ALLOWED DWELLING UNITS PER ACRE			
General Plan Land Use Designation	Minimum	Growth Management Control Point	Maximum
RL	0	1.0	1.5
RLM	0	3.2	4.0
RM	4	6.0	8.0
RMH	8	11.5	15.0
RH	15	19.0	23.0

additional, adequate, and available sites with an equal or greater residential density so that there is no net loss of residential unit capacity.

The City shall be solely responsible for compliance with Government Code Section 65863, unless a project applicant requests in his or her initial application, as submitted, a density that would result in the remaining sites in the housing element not being adequate to accommodate the City's share of the regional housing need. In that case, the City may require the project applicant to comply with Government Code Section 65863. For the purposes of determining or requiring compliance with Government Code Section 65863, the submission of an application does not depend on the application being deemed complete or being accepted by the City.

Government Code Section 65863 does not apply to parcels that, prior to January 1, 2003, were either 1) subject to a development agreement, or 2) parcels for which an application for a subdivision map had been submitted.

Residential density shall be determined based on a number of dwelling units per developable acre of property. The following lands are considered to be undevelopable and shall be excluded from density calculations:

- a. Beaches;
- b. Permanent bodies of water;
- c. Floodways;
- d. Slopes with an inclination of greater than 40%;
- e. Significant wetlands;
- f. Significant riparian woodland habitats;



- g. Land subject to major power transmission easements;
- h. Land upon which other significant environmental features as determined by the environmental review process for a project are located; and
- i. Railroad track beds.

No residential development shall occur on the lands listed above; however, the City Council may permit limited development of such property, if when considering the property as a whole, the prohibition against development would constitute an unconstitutional deprivation of property.

Development on slopes with an inclination of 25% to 40% shall be permitted if designed to minimize the grading and comply with the slope development provisions of the hillside ordinance and the Carlsbad Local Coastal Program. However, only 50% of the area shall be used for density calculations.

In instances where a property owner is preserving a significant amount of open space land beyond what would normally be required by city ordinances for purposes of environmental enhancement, compliance with the Habitat Management Plan or otherwise leaving developable property in its natural condition, the City shall consider allowing the density or development potential of the property being preserved to be transferred to another portion of the property or another distinct property. In these instances, the density/development potential of the property being left in open space shall be reserved for and used on the remainder of the land owned by the property owner, or through a negotiated agreement with the City, may be transferred to land owned by another property owner.

All legally existing R-2 lots, as of December 1, 1986, may be developed with a two-family residence regardless of the density allowed by their General Plan designation if they can comply with all applicable development standards in effect at the time of their development and if the following findings can be made:

- a. That the project will provide sufficient additional public facilities for the density in excess of the control point to ensure that the adequacy of the City's public facilities plans will not be adversely impacted;

- b. That there have been sufficient developments approved in the quadrant at densities below the control point to cover the units in the project above the control point so the approval will not result in exceeding the quadrant limit; and
- c. All necessary public facilities required by this chapter will be constructed, or are guaranteed to be constructed, concurrently with the need for them created by this development and in compliance with the adopted City standards.

There are exceptional cases where the base zone is consistent with the land use designation but would permit a slightly higher yield than that recommended in the low and low-medium density residential classifications. In those exceptional cases, the City may find that the project is consistent with this element if: a) the project is compatible with the objectives, policies, general land uses and programs expressed herein, b) all of the necessary infrastructure is in place to support the project, and c) the proposed density does not exceed the maximum density allowed at the top of the range by more than an additional 25%.

Affordable Housing - Density Increases

The City recognizes that the feasibility of providing housing affordable to lower-income families is dependent upon the ability to achieve residential densities higher than allowed by the underlying land use designation. Therefore, it is necessary to consider development of housing projects containing lower-income affordable housing units at densities that may exceed the ranges and growth management control points indicated above. The density which may be approved for those projects which include affordable housing shall be determined on an individual project proposal basis, and may be independent of the residential land use designation of the site, subject to the criteria listed under Residential, Implementing Policies and Programs, C.3.

2. COMMUNITY FACILITIES

Facilities for child care providers, places of worship, senior citizens, charities, and a range of other community-serving activities are not traditional residential, industrial, or commercial land uses.



Nevertheless, these activities and land uses are important and traditional members of any vital and fully functioning community. Because the organizations which pursue these activities are often non-profit or quasi-for-profit, their financial resources are often limited. The land within large-scale developments planned and marketed for upscale homes, shopping centers, and industrial campuses is very often not affordable to these organizations, making it likely that these types of facilities cannot be easily incorporated into the community. The development of large new residential communities through new master plans and specific plans creates an additional need for these community facilities uses in close proximity to the new residences.

The purpose of the Community Facilities land use designation is to assure that some land within communities, especially new master plan and specific plan areas, is identified and set aside solely for these types of uses, specifically with the objective that market forces will ensure that the land so designated will remain affordable to the organizations which build and operate these special community facilities. Further, once the land is set aside, there is a need to guarantee that it does not revert to other uses before the community is sufficiently developed to make use of and provide financial support for the community facilities. To these ends, specific objectives and policies have been set out for community facilities uses.

3. COMMERCIAL

Commercial development within Carlsbad can be defined by five principal categories: local shopping center, regional commercial, travel/recreation, Village, and office and related commercial.

In general, retail development in Carlsbad should occur in discrete shopping centers, as opposed to more generalized retail districts or linear strip commercial patterns along streets. This general plan uses the following definition of a shopping center:

Definition - "Shopping Center" after Urban Land Institute, 1947, as amended):

...a group of architecturally unified commercial establishments, numbering at least three, built on a site that is planned, developed, owned, and managed as an

operating unit related to its location, size, and type of shops to the trade area that it

"A City which provides for the development of compatible, conveniently located commercial centers..."

serves. The unit provides on-site parking in definite relationship to the types and total size of the stores...

An exception to the general rule that retail development should occur in discrete shopping centers is the Village area of the City. As is described in more detail below, this area reflects the "downtown" heart of old Carlsbad, much of which is today contained within a formal redevelopment district. Retail development within the Village should continue the historical pattern of individual establishments within a commercial district.

In prior versions of this General Plan, the City recognized two types of local shopping centers: neighborhood and community. In 2001, however, these two categories were merged into a single category called "local shopping center." The typical characteristics of local and regional shopping centers are shown in the following Table 3: Guidelines for Typical Shopping Centers. Both types are described in more detail in the following sections.



Table 3: GUIDELINES FOR TYPICAL SHOPPING CENTERS

Typical Shopping Center Characteristics	Local Shopping Center		Regional Shopping Center
	Required of All Local Shopping Centers	Possible Option, Depending on Site and Special Approvals	
Trade Area Focus	Local daily goods and services	Local, plus goods and services provided by community-serving tenants	Regional
Anchor Tenants (examples)	Supermarket, drug store	Community-serving tenants, such as value department store, chain apparel store, volume specialty store, home improvement center, multiplex cinema	Full-line department stores (2 or more), factory outlet center, "power center" of several high-volume specialty stores.
Secondary Tenants (examples)	Restaurant, bank, real estate, personal grooming, small retail, fast food, gas station, cleaners, video rental	Apparel, specialty retail, restaurant, specialty automotive, sporting goods	Full range of specialty retail, restaurants, entertainment
Site Size (acres)	8 - 20	To 30	30 - 100
Gross Lease Area	60,000 - 150,000 (sq. ft.)	Up to 400,000 (sq. ft.)	300,000 to 1.5 million (sq. ft.)
Primary Trade Area Drive Time, at Buildout	5 - 10 minutes	10 - 20 minutes	20 - 30 minutes
Primary Trade Area Radius	1.5 miles	3 - 5 miles	8 - 12 miles
Primary Trade Area Population	10,000 - 40,000 people	40,000 - 150,000 people	150,000+ people



Tenant composition and the type of anchor tenant are the main identifiers of a shopping center type. An anchor tenant may be an individual tenant or a group of like uses that function as an anchor tenant. For example, a combination of gourmet food shop, delicatessen meat market, and green grocery might function in lieu of a supermarket. A food service cluster, several restaurants, and a cinema complex may function as other anchor tenants. Tenant composition and the characteristics of the leading tenants define a commercial center type. Although building area, site size, trade area size, etc. are influential, they are not the primary factors in determining a center type.

Notwithstanding the last statement, the concept of a shopping center's trade area is important for other reasons such as the economic viability of the center, the amount of competition it will experience, and, consequently, determining the optimal spatial distribution of shopping centers within a community. The trade area is the geographic area that provides the majority of steady customers necessary to support a shopping center. The boundaries of a trade area are determined by a number of variables, including the type of center, the size of the anchor tenant, the site's accessibility, geographic barriers, the location of competing facilities and, very importantly, driving time and distance (See Table 3: Guidelines for Typical Shopping Centers). Consequently, trade areas can vary widely in shape, size, and configuration. In general, the closer potential customers are to a site the more likely they are to patronize it. The number of persons residing within the trade area (and their related purchasing power) must be of a sufficient size for the center to be economically viable. When the trade areas of centers overlap then competition may exist between the centers and the purchasing power of the residents will be shared between the centers. The desired number and location of shopping centers, especially local shopping centers, depends upon a number of factors (detailed later) that relate to "fitting" together the trade areas of potential sites and making policy decisions about the amount of gaps and overlaps that should exist between the trade areas.

- a. Local Shopping Center (L):** The local shopping center designation allows shopping centers that include elements of the traditional neighborhood center and, under

some circumstances, elements of the traditional community shopping center.

Each local shopping center must contain the anchor tenants and secondary tenants that service the daily needs and convenience of local neighborhoods. These tenants include retail businesses, small offices, and a variety of services. The most common anchor tenant is a supermarket, although a large drugstore or combination of supermarket and drugstore may also serve. Secondary tenants can include small offices (for banks, insurance, real estate and other services); personal grooming providers (like beauty parlors, barbershops, and nail salons), laundromats, cleaners, small retail stores, sit-down and fast food restaurants, and gas stations, among others. Typical characteristics of sites for these centers are given in Table 3: Guidelines for Shopping Centers.

While all sites with the designation Local Shopping Center must provide neighborhood goods and services, they may be authorized also to have anchor tenants that are more traditionally described as community-serving in nature. These community commercial tenants typically offer either a larger range of goods and services and/or a higher degree of specialization of goods and services. Often the floor area is greater than is that of stores that offer neighborhood goods and services and their trade area is larger in size and includes a larger population. These tenants may include value department stores (i.e., Target, K-mart), warehouse/club stores (i.e., Home Depot, Costco), chain apparel stores (i.e., Ross, Marshall's), a variety of large-volume specialty-goods stores (i.e., Staples, Comp USA, Good Guys) and multiplex cinemas. When these types of anchor tenants are included in the shopping center, additional types of secondary tenants may also be included, such as restaurants and specialty retail goods. Some local shopping centers may also include quasi-public or public facilities, such as a city library or U.S. Post Office.

Local shopping center uses are generally located within a convenient walking and/or bicycling distance from intended customers and should be linked with surrounding



neighborhoods by pedestrian and/or bicycle access. Landscaped buffers should be provided around the project site between neighborhood commercial uses and other uses to ensure compatibility. All buildings should be low-rise and should include architectural/design features to be compatible with the neighborhood. Permitted uses and building intensities should be compatible with surrounding land uses.

- b. Regional Commercial (R):** Regional commercial centers provide shopping goods, general merchandise, automobile sales, apparel, furniture, and home furnishing in full depth and variety. Two or more department stores are typically the major anchors of a regional shopping center, while other stores supplement and complement the various department store lines. New forms of regional centers may include such developments as outlet centers with an aggregation of factory outlet stores where there are no specific anchor tenants although such centers are regional and enjoy a strong tourist trade. Regional centers draw customers from outside the City and generate interregional traffic. For this reason, such centers are customarily located on a site that is easily visible as well as accessible from interchange points between highways and freeways. Local shopping centers may be adjunct to regional centers to also serve the daily convenience needs of customers utilizing the larger shopping center. A group of convenience stores, service facilities, business and professional offices are also often associated with a regional center. Some of these may be incorporated in the center itself, or arranged at the periphery in the immediate area.

- c. Travel/Recreation Commercial (TR):** This land use category designates areas for visitor attractions and commercial uses that serve the travel and recreational needs of tourists, residents, as well as employees of business and industrial centers. Such uses may include, but are not limited to, hotels and motels, restaurants, recreation facilities, museums, travel support services, and specialty retail uses catering to tourists. Travel/recreation commercial uses are generally located near major transportation

corridors or recreational and resort areas such as spas, hotels, beaches or lagoons. Travel/recreation commercial uses should be compatible with and designed to protect surrounding properties, should ensure safe traffic circulation and should promote economically viable tourist-oriented areas of the City.

- d. Village (V):** The Village addresses land uses located in the heart of "old" Carlsbad in the area commonly referred to as the "downtown." Permitted land uses may include retail stores, offices, financial institutions, restaurants and tourist-serving facilities. Residential uses can be intermixed throughout the area. The Village is designated as a redevelopment area and is regulated by the Carlsbad Village Area Redevelopment Plan and the Village Design Guidelines Manual.
- e. Office and Related Commercial (O):** This classification designates areas that are compatible with and environmentally suited for office and professional uses, as well as related commercial uses. This designation is especially appropriate for medical office use. Office and related commercial land use can be used as buffers between retail commercial areas and residential uses.

4. PLANNED INDUSTRIAL (PI)

Planned Industrial land uses include those areas currently used for, proposed as, or adjacent to industrial development, including manufacturing, warehousing, storage, research and development, and utility use. Agricultural and outdoor recreation uses on lots of one acre or more are considered to be a proper interim use for industrially designated areas.

5. GOVERNMENTAL FACILITIES (G)

This classification of land use designates areas currently being used for major governmental facilities by agencies such as the city, county, state, or federal government. Facilities within this category may include uses such as civic buildings, libraries, maintenance yards, police and fire stations and airports (McClellan-Palomar Airport). Smaller facilities, such as branch libraries, may be found in other land use



designations, such as commercial, and are not shown on the land use map.

The largest facility within this classification is the McClellan-Palomar Airport located at the center of the City. The airport, owned and operated by San Diego County, serves as a major general aviation facility for northern San Diego County. More detailed discussions related to the airport may be found under Special Planning Considerations, as well as in the Noise, Circulation, and Public Safety Elements.

6. PUBLIC UTILITIES (U)

This category of land use designates areas, both existing and proposed, either being used or which may be considered for use for public or quasi-public functions.

Primary functions include such things as the generation of electrical energy, treatment of waste water, public agency maintenance storage and operating facilities, or other primary utility functions designed to serve all or a substantial portion of the community. Sites identified with a "U" designation indicate that the City is studying or may in the future evaluate the location of a utility facility which could be located within a one kilometer radius of the designations on a site for such a facility. Specific siting for such facilities shall be accomplished only by a change of zone, and an approved Precise Development Plan adopted by ordinance and approved only after fully noticed public hearings.

7. SCHOOLS

This land use classification represents both existing and proposed school sites necessary to serve the ultimate planning area. Sites are designated as elementary, junior high, high school, continuation school, and private school facilities. For additional discussion see Special Planning Considerations A. Schools.

8. OPEN SPACE & COMMUNITY PARKS (OS)

The Land Use Map shows the generalized boundaries of constrained lands and presently designated open space, including existing parks and special resource areas. It is not intended that the map show all future open space. The

Open Space and Conservation Element of the General Plan divides the broad definition of open space into the following five categories:

- a. Open Space for Preservation of Natural Resources
- b. Open Space for Managed Production of Resources
- c. Open Space for Outdoor Recreation
- d. Open Space for Aesthetic, Cultural and Educational Purposes
- e. Open Space for Public Health and Safety.

The Open Space and Conservation Element also includes goals, policies, and objectives regarding open space planning protection, obtaining open space, special resource protection, trail/greenway system, promoting agriculture, fire risk management, air quality preservation, water quality, protection and historical and cultural preservation. Please refer to that element for a more detailed description of open space and the goals, policies and standards pertaining thereto.

Parks are considered a subset of Open Space. The Parks and Recreation Element delineates three categories of parkland including community parks, special resource areas, and special use areas. Community parks are intended to provide diversified activity, both active and passive, to meet the broader recreational needs of several surrounding neighborhoods. The Land Use Map indicates specific locations for existing and proposed community park sites. Proposed park sites are anticipated to be dedicated and developed in conjunction with surrounding development. Please refer to the Parks and Recreation Element for more detailed information regarding community park sites, facilities, and programs.

9. UNPLANNED AREAS (UA)

This classification of land use indicates areas where planning for future land uses has not been completed or plans for development have not been formalized. Until such planning has occurred and the land is redesignated, land uses will be determined through the zoning ordinance designations of Exclusive Agriculture, Planned Community, or Limited Control. Because some unplanned areas are located in proximity to McClellan-Palomar Airport, it has been determined that they are not appropriate for residential development. Agricultural and other



interim, nonresidential land uses are encouraged in such areas until their ultimate land use designations can be definitely established. Master Plan properties under the Planned Community zone may utilize the UA designation to reserve land for future planning, however, such areas will require amendment to the master plan as well as all other actions necessary to redesignate the land.

10. TRANSPORTATION CORRIDOR (TC)

This classification is applied to certain major transportation corridors such as the I-5 Freeway, and the Atchison Topeka and Santa Fe Railroad and its right-of-way. Land uses that would be compatible with the corridors would be temporary and low-intensity in nature, such as passive parks, open space, or agriculture. In this way, corridors would remain scenic and remain available for future transportation needs. The Land Use Map also shows the general location of all future Circulation Element arterials. The Circulation Element should be referred to for more specific information regarding these roadways.

11. COMBINATION DISTRICT

Some areas of the City are suitable for more than one land use classification. The land use map identifies these areas as Combination Districts. Often multiple designations are assigned to areas in the early planning stages when it is unclear what the most appropriate land use designation may be or where the boundaries of such designations should be located. The designation as Combination District requires additional comprehensive planning and necessitates approval of a specific plan prior to development of 25 acres or more and approval of a site development plan for areas of less than 25 acres.

BOUNDARY DEFINITION BETWEEN LAND USE CLASSIFICATIONS

It is the intent of the Land Use Map to show the general outlines of various land use classifications. The boundaries are not intended to be precise legal boundaries. When uncertainty does exist as to the precise boundary lines of

various land uses identified on the map, such lines shall be interpreted in the following manner:

- a. Where boundaries appear to follow the centerline of a street or highway, boundaries shall be construed to follow such lines;
- b. Where boundaries appear to follow ownership boundary lines, boundaries shall be construed to follow such lines;
- c. Where boundaries appear to follow topographic features such as valleys or ridgelines, boundaries shall be construed to follow such features; and
- d. Where boundaries appear to reflect environmental and resource management considerations, boundaries shall be construed in a manner which is consistent with the considerations that the boundary reflects.

If the application of the above guidelines does not resolve the uncertainty or if the Planning Director or the affected property owner considers the result to be inappropriate, the matter may be referred to the Planning Commission for decision. The Planning Commission shall resolve the uncertainty in accord with all of the provisions of applicable specific and general plans. The decision of the Planning Commission may be appealed to the City Council in accord with the usual procedures.

D. SPECIAL PLANNING CONSIDERATIONS

1. SCHOOLS

Schools sites have the potential to function as a number of existing and future land uses. Accordingly, they have several designations throughout the General Plan, as follows:

- a. Sites delineated on the Land Use Map with precise boundaries represent existing schools or confirmed school sites. Sites that are shown with a circular symbol represent approximate future sites to be confirmed by respective school districts at time of development. These designations are considered to be "floating" and are not considered to be specific to a particular parcel, but rather indicate a general vicinity.



The City is served by four school districts as listed below and shown on Map 3: School Districts.

- i. Carlsbad Unified School District
 - ii. Encinitas Union Elementary School District
 - iii. San Dieguito Union High School District
 - iv. San Marcos Unified School District.
- b. Some school sites are also included in the Parks and Recreation Element as park sites because the City has joint use agreements with the school districts to utilize some of their school playgrounds as recreation facilities.

School locations are determined by the appropriate school district and are based on "service areas" for each school site within a district. Service areas are designated for each of the school locations based on generation factors, school sizes, and maximum travel distance. A substantial change in one school location would necessitate revision of locations throughout that school district.

At the time of subdivision review for an area in which a "floating" school site is shown, the following procedures are necessary to determine the ultimate location of the school:

1. The City must inform the appropriate school district that a development application has been filed within the district.
2. The district must notify the City whether or not it wants to initiate action to proceed with acquisition of a school site in the proposed subdivision.
3. The district must notify the City whether or not it will be able to provide schools either through existing or proposed facilities (commonly called a "will-serve" letter).

If the school district determines the "floating school site" is not necessary, the school site designation shall revert to the adjacent land use designation.

If an existing school site is determined by the relevant school district to be surplus, then the site shall be designated with the previous General Plan land use designation, or a land use

designation compatible with adjacent uses, unless the City exercises its option to purchase the property to utilize as a park. If this occurred, the City would then designate the site as open space.

2. VILLAGE

The Village, located in the "downtown" section of Carlsbad, has been established as a redevelopment project area. A Redevelopment Master Plan with Implementing Strategies along with the present Village Design Guidelines Manual guide all development in the Village. These documents provide an overall development strategy to create a strong identity for the Village, revitalize the area, enhance the economic potential of the Village and establish specific site development standards. The intent of the master plan is to preserve the village character of the area by creating a pedestrian scale environment of specialty shops, services, and restaurants complemented by residential and mixed-use development. The Redevelopment Master Plan should be referred to for more detailed information. Additional redevelopment project areas may be established in other areas of the City in the future.

3. COASTAL ZONE PROGRAMS

In 1972, California voters approved Proposition 20 which led to the enactment of the State law (California Coastal Act of 1976) which regulates any development within California's Coastal Zone. The Coastal Act requires that individual jurisdictions adopt Local Coastal Programs (LCP) to implement the State law at a local level. Carlsbad's Local Coastal Program is consistent with the General Plan, but it is a separate document containing separate land use policies and implementation measures which must also be complied with in addition to the General Plan. Approximately one-third of the City is located within the Coastal Zone. The City's coastal zone has been divided into six segments and each segment is regulated by separate LCP's (See Map 4: Local Coastal Program Boundary). The boundaries of the City's Coastal Zone which were established by the State are depicted on the Land Use Map.

Almost every conceivable type of development proposal within the Coastal Zone from removal of



natural vegetation to the construction of huge master planned communities, requires the approval of a Coastal Development Permit (CDP) in addition to any other permits or entitlements. The land use policies, programs and regulations of the relevant LCP shall be referred to in addition to the General Plan, the Municipal Code and other pertinent regulations for guiding land use and development within the Coastal Zone. Although the City has adopted LCP segments for all of its Coastal Zone, it only has authority to issue Coastal Development Permits within the Redevelopment segment. In the remaining five segments the California Coastal Commission currently retains Coastal Development Permit authority. Carlsbad is actively pursuing the lengthy task of effectively implementing the five LCP segments in order to transfer permit authority to the City.

In those circumstances where an issue is not addressed by the Local Coastal Program Land Use Plan, but is addressed by the City of Carlsbad General Plan, no coastal development permit, or exemption may be granted unless the project considered is found by the appropriate authority to be consistent with the City of Carlsbad General Plan. In those circumstances where an issue is addressed by both the Local Coastal Program Land Use Plan and the City of Carlsbad General Plan, the terms of the Local Coastal Program Land Use Plan shall prevail.

4. McCLELLAN-PALOMAR AIRPORT

McClellan-Palomar Airport, a county-owned facility, is regulated by the *Comprehensive Land Use Plan, McClellan-Palomar (CLUP)* prepared by the San Diego Association of Governments (SANDAG). This is a state-required, long-range master plan, updated every five years, that reflects the anticipated growth of the airport over at least the next 20 years. The intent is "to provide for the orderly growth of each public airport and ... [to] safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general" (Section 21675, Public Utility Code). As required by State law, Carlsbad's General Plan must comply with the Airport's Comprehensive Land Use Plan. If the City chooses to overrule a finding of the Airport Land Use Commission as stated in the CLUP, it may do so by a two-thirds vote if it makes a specific finding that the General Plan and the CLUP are consistent.

To limit noise impacts on noise sensitive land uses, the City has designated areas surrounding the Airport for predominately planned industrial uses. To accomplish this, a significant amount of nonresidential land has been designated on the plan, possibly exceeding what is needed to serve and accommodate future residential uses located exclusively in Carlsbad. As such, future re-designation of planned residential areas to non-residential uses to accommodate future airport growth would not be supported. (Also see UA designations.)

5. AGRICULTURE

Agriculture is an important resource in Carlsbad. The City's agricultural policies are intended to support agricultural activities while planning for the possible future transition of the land to more urban uses consistent with the policies of the General Plan and the Carlsbad Local Coastal Program (LCP).

The City's LCP protects agricultural lands from the premature conversion to more urban land uses by establishing programs which require mitigation for conversion of agricultural property to urban uses. It also has established methods to benefit agriculture in the community by providing financial assistance through cash programs.

While the City encourages agriculture, it recognizes the potential problems associated with agricultural land use. For example, to prevent the destruction of sensitive wild and archaeological resources, clearing and grubbing of natural areas for agriculture requires a permit and environmental review. Also, the City encourages conservation techniques in agricultural activities to reduce soil erosion and water usage.

6. REGIONAL ISSUES

As a member of the San Diego Association of Governments (SANDAG), the City is participating with other cities in the county to develop a Regional Growth Management Strategy. This effort recognizes the fact, that as separate entities, each city cannot solve region-wide issues. Together, however, a strategy can be developed to establish a framework for a



"regional community" with an improved quality of life. Carlsbad recognizes its role as a participant in this effort which focuses on the following nine important environmental and economic factors:

- a. Air Quality
- b. Transportation System and Demand Management
- c. Water
- d. Sewage Treatment
- e. Sensitive Lands Preservation and Open Space Protection
- f. Solid Waste Management
- g. Hazardous Waste Management
- h. Housing
- i. Economic Prosperity.

7. AREAS NEEDING ADDITIONAL PLANNING

For a variety of reasons, there are areas within the City that have unresolved land use considerations which should be addressed prior to the occurrence of a significant amount of further development. The City has planned for these areas on a General Plan level but due to their unique characteristics they will require a more specific level of planning review to ensure that such characteristics are addressed comprehensively. More specific levels of review may include such mechanisms as specific plans, site development plans, special studies, or overlay zones. Locations that have been identified as having unresolved planning considerations are discussed briefly below for determination at a future time. Other areas may be identified in the future as also requiring additional review.

a. BARRIO

The Barrio, located generally south of Carlsbad Village Drive, north of Tamarack Avenue, between I-5 and the AT&SF Railroad, has served as a focus of activity for Carlsbad's Hispanic community for many years. This area of the City is included within the "Barrio Community Design and Land Use Plan" which is currently being prepared. This document will be a comprehensive plan for the area and will address neighborhood concerns of revitalizing the Barrio, creating a cultural focus, and enhancing economic development for this segment of the community. The land use plan will propose

specific development and land uses for the Barrio which will, after adoption, be integrated into the General Plan.

b. BUENA VISTA CREEK WATERSHED

Buena Vista Lagoon, located along the northern city limits, is an important coastal, freshwater lagoon in Southern California. It is fed by Buena Vista Creek and its watershed which extends through the eastern city limits to the cities of Oceanside and Vista. The manner in which this corridor develops is important for five major reasons. First, the watershed supports sensitive resources including wetlands and riparian habitat, as well as the wildlife species typically associated with these areas. Second, existing land uses and zoning designations may not be appropriate or compatible to protect these resources. Third, urbanization in the watershed has the potential to accelerate sedimentation into Buena Vista Lagoon (see Buena Vista Lagoon Watershed Sediment Control Plan). Fourth, there are significant traffic issues along this corridor related to Highway 78 on- and off-ramps, El Camino Real, Rancho Del Oro overpass, and Marron Road. Fifth, the burgeoning urbanization along this corridor has the potential to severely degrade the aesthetic worth of this valuable resource area. Due to the sensitivity of this area, the City may want to examine the feasibility of requiring a comprehensive plan addressing preservation and development within the Buena Vista Creek Watershed.